

CLASSIFICATION ~~SECRET~~ ~~U.S. EYES ONLY~~

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COUNTRY East Germany REPORTTOPIC Dresden - Klotzsche Airfield

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EVALUATION                      PLACE OBTAINED                     

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DATE OF CONTENT                     DATE OBTAINED                      PREPARED 3 August 1955

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REFERENCES                     PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on dittoREMARKS                     This is UNEVALUATED Information

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- Eligible*
1. In late May 1955, it was learned that the construction of 3 assembly hangars (A, B, C) including messhalls and culture rooms, and 1 laboratory (D) was planned for Dresden - Klotzsche airfield adjacent to the former building of the Lufthansa. The assembly hangars were to be 175 x 165 meters each and middle hangar was to have a height of 24.5 meters. It was estimated that each of these hangars would cost 15 million DME. The building was to house the laboratory was to be considerably smaller than the hangars and was estimated to cost 6 million DME. This laboratory is to work on high explosives. Hangars A and D were to be completed in 1955 and hangars B and C in 1956. A total of about 1,000 workers, including 30 percent female personnel, were to be employed in each of the 3 assembly hangars. <sup>1</sup>

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- add.*
2. Professor Dr. Strauss (fnu) and Dipl. Ing. Dr. Freytag (fnu), former members of the Junkers Plant in Dessau, were mentioned in connection with Dresden - Klotzsche airfield. They had allegedly returned from the USSR in 1954. <sup>2</sup>

3. In late June 1955, construction work was under way at Dresden - Klotzsche airfield. Civilian workers and a large number of political convicts were employed. They worked in two separate gangs on the runway. The gravel required for work on the runway was to be hauled from Wachberg (Mountain). For this purpose, the spur track of firm Walter & Sons in Ottenberg - Ockrilla - North was to be extended and connected to the main railroad line toward Dresden - Klotzsche. <sup>1</sup>

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4. According to rail shipments during June 1955, all workers and construction material of the Bauunion Sued withdrawn from Simmersdorf (Jocksdorf airfield). It was rumored among railroad-men that the Bauunion Sued would be charged with construction work at an airfield near Dresden.

*Eligible*

Comment. Improvement work at Dresden - Klotzsche airfield is being done for the VEB Maschinen- und Apparatebau, which is subordinate to the Administration for Industrial Requirements (Verwaltung fuer Industriebedarf) of the GDR. The VEB Maschinen- und Apparatebau is to begin manufacturing and

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assembling of Il-14s in the GDR. The concrete runway which is scheduled to be constructed will be 1,000 meters in length and is to be enlarged in 1957 to 3,000 meters. The extended runway will be needed for the testing of the newly developed type-152 jet engine. For plan view of assembly hangar, see Annex.

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2. Comment. Dipl. Ing. Dr. Freytag is to be the chief of the department charged with the development of airframes with the VEB Maschinen- und Apparatebau. Professor Dr. Strauss is to be the chief of the wind-tunnel group.

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Annex

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Plan View of Assembly Hangar to be Constructed at

Dresden-Klotzsche Airfield

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Legend:

- |                               |                       |
|-------------------------------|-----------------------|
| 1 Trap door                   | 5 Right assembly side |
| 2 Rooms for landing personnel | 6 Left assembly side  |
| 3 Subsidiary workshops        | 7 Concrete supports   |
| 4 Messhall                    |                       |

